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# Bridgeport Evening Farmer.

BRIDGEPORT, CONN., SATURDAY, FEB. 20, 1909.

WEATHER FORECAST  
Fair and colder tonight  
and Sunday.  
PRICE ONE CENT.

## WELCOME FOR BATTLERSHIPS AT NORFOLK

Enthusiastic Greeting Pre-  
pared for World Girdling  
Fleet on Monday.  
Largest Fleet of Vessels  
Ever Assembled in Roads  
is Scheduled.

Battleships Are Expected to  
Pass the Capes at 11 a. m.  
—Will Pass in Review by  
President's Yacht and  
Fire Salute of 21 Guns—  
Visits of Ceremony to Fol-  
low—Hotels Are Already  
Crowded With Visitors.

(Special from United Press.)  
Old Point Comfort, Va., Feb. 20.—  
When Admiral Sperry's ten miles of  
warships steam into Hampton Roads,  
Monday morning, after the around-  
the-world voyage, and boom their sal-  
utes to the President of the United  
States, a fleet of vessels almost as  
large as the ships themselves will fall  
in behind them. Never in the history  
of this famous naval playground has  
so many ships assembled at one time  
as the scheduled for Monday.

One steamer will bring more than a  
hundred members of Congress with  
their families and friends. The gov-  
ernment dispatch boat Dolphin will  
fetch the Naval Affairs committee of  
the Senate and House. The big steam-  
ers of the Washington-Norfolk line  
have sold out every space in state-  
rooms and parlors and the Chesapeake  
& Ohio Railroad will run a number of  
excursion trains to Norfolk to accom-  
modate those who are unable to make  
the journey by water. The hotels of  
Old Point Comfort and Newport News  
are overflowing today and by Monday  
will not have a corner wherein to place  
a transient guest. The Congressional  
party as well as the army and navy  
contingent and official set from Wash-  
ington are planning breakfasts, lunch-  
eons and dinners on land as well as on  
water, to give a hearty welcome to the  
Commander George of the Dixie, who  
has been appointed harbor master for  
the day, will exercise strict control  
over the area traversed by the fleet  
and the President's yacht. Every  
precaution will be taken to avoid  
interference with the parade and  
injury from collision.

The excursion boats will not be per-  
mitted to enter between the lines or be-  
tween the ships of the fleet, and not  
until after the President has visited  
the four flagships of the fleet. The  
yacht has started for home at 5 p. m.  
and will arrive at the capes Henry  
and Charles at 11 a. m.

After passing in review in single  
column formation by the President's  
yacht which will sail with 21  
guns, the fleet, led by Admiral Al-  
bion's escort, will proceed into the  
roads and anchor in double column.  
Admirals Sperry and Arnold, the ad-  
mirals of the Atlantic fleet, and the  
fleet captains will then visit the May-  
flower personally to pay their respects  
to the President.

Following this visit the President  
will accompany Sperry to the flagship  
Connecticut and then to the Georgia,  
the Louisiana and the Wisconsin,  
flagships respectively of the second,  
third and fourth squadrons. On each  
of these vessels he will make a brief  
address to the officers and  
men. The other ships of the fleet  
will send details of officers and men  
to their respective flagships to hear  
the President's words.

Washington, Feb. 20.—The army and  
navy register to-day prints an editor-  
ial regarding the arrival of the fleet at  
Hampton Roads and says in part:  
"The Atlantic fleet will be reviewed  
by the President of the United States  
at the close of its circumnavigation  
of the globe. The fleet, which left  
in December, 1907, the cruise has been  
marked with the most cordial hospi-  
tality at every port visited by the  
fleet."

"The welcome to the Atlantic fleet,  
its officers and its men should possess  
all the enthusiasm which the event  
deserves. The achievement, justly  
praised, and the personnel has so fully  
shown. The American people are certain  
to be proud of the navy's splendid effi-  
ciency of which was demonstrated in the  
long voyage."

**KING ALFONSO  
WOULD TRY FLIGHT**  
Only a Solemn Promise  
Held Him Back From  
Trial of Wright Aero-  
plane.  
(Special from United Press.)  
Pau, Feb. 20.—Only the fact that he  
had promised his mother and the  
Spanish court not to attempt an aero-  
plane flight, prevented King Alfonso  
to-day from going up with Wilbur  
Wright. Alfonso got into Wright's  
machine while the noted aviator ex-  
plained its workings. Alfonso ex-  
hibited great interest. He frankly  
admitted that nothing would give him  
more pleasure than to give the word  
to sail away with Wright but his  
pledge prevented.

## STEAMER JOHN H. STARIN, A LEAK, FIRES OUT AND HELPLESS, GOES UPON BREAKWATER BADLY WRECKED.

### MARRIAGE WAS FAILURE QUITE FOR THESE ONES

Husband of Mrs. Cartledge  
Married Three and is  
Twice Divorced  
Bigamy Did Not Appall Him  
—Child Wife Ran Away  
to Get Married, But  
Wouldn't Take Care of  
Baby—Nichols a Wander-  
er—Dunning a Poor Pro-  
vider.

Six divorces were granted yesterday,  
by Judge Gager in the Civil Superior  
Court, all of the parties concerned be-  
ing local petitioners. Three of the  
cases were in the hands of Attorney  
J. B. Klein.

Carrie Cartledge of this city married  
William Cartledge in Ontario in 1888.  
He deserted her in 1902. She learned  
that he was married to another in  
Columbus Ohio, whom he afterward  
deserted to marry a third time and  
Cartledge came to this city in 1904  
and has since been employed with the  
Downer & Hawes Co. The Ohio wife  
of Mrs. Cartledge wrote here in-  
quiring about Cartledge. On the  
strength of the first Mrs. Cartledge's  
letter the Ohio woman obtained a  
divorce. The evidence in the Ohio  
proceedings settled the matter with  
court. A decree was granted for des-  
ertion.

Emma Nichols, a local dressmaker,  
was freed from Leon B. Nichols of  
parts unknown. Charles B. Nichols,  
father of the defendant, testified that  
he had heard from his son once in a  
while. In his last letter the son said  
he was going to get married. The  
couple were married Oct. 17, 1900, and  
Nichols was in the drug business with  
his brother and sister. Nichols was  
left home in July, 1906. Nichols was  
in the drug business with his brother  
and sister. Nichols was left home in  
July, 1906. Nichols was in the drug  
business with his brother and sister.

A running away habit was what  
caused the difference between Charles  
O. Werwin of Stratford, and his  
wife, Agnes. The couple were mar-  
ried in July, 1900, in New York. They  
lived happily together for two years  
when the wife picked her trunk and  
vanished. She was located and coaxed  
back and everything was smooth  
sailing for a time, when the wife left  
again after attempting to put their  
furniture in storage. She came back  
and in July last warned her husband  
that she was tired of the drudgery of  
married life and that she wanted to  
be free and was going away. The  
husband has met her several times  
since then, but his pleading for her to  
return home was in vain. The de-  
cree was given for desertion.

Edith Dunning of this city, married  
Frederick Dunning in March, 1900, but  
the husband was a poor provider, and  
she resented his poverty. The de-  
cree was granted for desertion and  
custody of the child given to the  
wife.

### Vessel is Valued at \$350,000, and Wrecking Company Doubts if She Can be Saved—Officers and Crew, With One Woman, Number 21 and Are Rescued.

Captain Van Pelt Says that Catastrophe Was Result of  
Leak—Vessel Took So Much Water Her Fires  
Were Extinguished, So That Helm Was Useless—  
Heavy Cargo, Afloat and Awash, Can Be partly Sal-  
vaged—Captain Saw Light, Others Didn't.

### STORY OF THE WRECK TOLD IN A GLANCE

Passenger Steamer John H. Starin, valued at \$350,000, bound from New Haven for New York, sprung a leak off Stratford and was wrecked on the Steeplechase island breakwater, where she now lies fast in seven feet of water pressed down by giant rocks.

Crew of 20 men and one guest rescued without difficulty. Only woman aboard, the colored stewardess, taken to hospital ward, after exposure. A waiter named Thomas, also at hospital suffering from exhaustion. No loss of life or injury to limb or crew.

Don't if ship can be saved. Freight damage \$40,000, covered by insurance. Cause of disaster: Ship sprung a leak at sea and inflow of water extinguished fires, making it impossible for navigator to control vessel.

Part of cargo washed away by high seas. Most of it subsequently recovered. Terrible wind and rain storm raging when vessel went aground.

Helpless as an abandoned babe, her huge bulk tossing about at every whim of wind and tide, the steamer John H. Starin of the Starin Transportation Company, plying between New York and New Haven, was wrecked last night on the breakwater that winds its stony way far out into the Sound from the southeastern point of Steeplechase Island. Not a life was lost, nor was a mortal injured. Furious raged a storm, the like of which few seafaring men have experienced in these parts. Panting like a thing of life, the good ship to-day lies upon its bed of rock mortally injured. A great, gaping hole, irregular and sinister, shows in the hull, while on the port side, just aft of the forward bow, extending almost to amidship, the main deck is rent and torn. The paddle wheels, for the ship is not of the modern twin screw construction, are a mass of jangled and bent iron. The great rudder, together with the rest of the steering apparatus, is twisted beyond recognition; for all the world it looks like a congested mass of junk tailings that one finds not infrequently in an out of the way place in a ship yard.

Luckily, the Starin has not been in the passenger trade for the past two months and her human cargo, which she left New Haven at 9:30 last night, consisted of her crew of 20 men and one other man, a guest of the ship's company. The only woman on the ship was the colored stewardess, Alice Boynton of New York. Within a few minutes after the ship struck the rocks, the crew, with the exception of the captain, the pilot and the chief engineer was taken off in safety. The Boynton woman was rowed ashore by the crew and, as she suffered from chill and exposure, she was taken to the Bridgeport hospital, pneumonia being feared.

land here and headed for Bridgeport harbor. We could see the red light in the end of the breakwater and if the wheel men longer we would have rounded the breakwater and got into the harbor. The water in her hold it impossible to handle her. No one is to blame. It's simply a case of the elements being too much for us.

The decks of the boat were at an angle of 45 degrees when the vessel struck and it was impossible to launch the life boats on the starboard side. On the port side the boats when low-  
struck upon the breakwater. I had two boats lowered and the crew carried them over the breakwater and launched them without a scratch except for a dent in one of them where the life boat slammed down into the stone work. I launched the boats in order to get the stewardess ashore. She was the only woman aboard."

Asked what he thought the chances were of getting the craft off, the captain said that it was a question for the wreckers to answer, but he added, "She is worth saving as she is reparable. I saw her last night. I have seen new boats spring leaks."

The captain said the crew acted splendidly and as soon as the men got something to eat in town they returned to the wreck to assist him. He was armed with a boat hook and engaged the wrecking company. When a Farmer reporter found the captain he had just hooked in two cases of .38 calibre Marlin rifles and a box or two of hot water bottles.

How News of Wreck Came to Bridgeport  
As soon as the Starin struck Capt. Van Pelt, blew four long blasts, the signal of distress, and followed it with a continual blowing of the whistle. The alarm was first answered by the tug Sarah McWilliams, Capt. James McDonald, which came in here yesterday for harbor. The McWilliams was tied up at the Naugatuck wharf. It did not take McDonald long to get his crew together and get underway.

The wind was blowing a hurricane from the southeast and the rain was falling in torrents. The McWilliams is the queen of the Sound and an ocean going tug. Capt. McDonald located the crippled steamer against the breakwater, and he headed his boat outside of the breakwater, but he was unable to bring over her and he found that he could not get near the Starin. He spoke Captain Van Pelt and launching a dory, he sent it to take off the Starin's crew.

The dory took off nine men and placed them on the breakwater, where they were rescued by the tug Royal, of this city, in command of Captain Henry Schulthiss. Captain Schulthiss had run the Royal up under the lee of the breakwater and took off the men landed by the McWilliams. He brought them to the city dock, at the foot of Wall street.

Harbormaster Charles H. Morris heard the distress signals while a short time from his office and made a trip to the wreck aboard the McDonald. He learned from Captain Van Pelt that there were no passengers aboard and that the master of the port could give. At three o'clock this morning Purser Marian of the steamer received an important telegram from the officers of the company, and the harbormaster, who had been out of bed all night started in a life boat with purser and two other men to get the message to the grizzled old veteran, Van Pelt, who was standing by his ship in the gale.

The wind was blowing at such a velocity at this time that it was impossible to get near the breakwater. The boat finally made a landing at Steeplechase island and the harbormaster, with the purser and a representative of the Farmer, felt their way along the rough rocks of the breakwater for half a mile, before reaching the vessel. The waves broke over the little party several times, but the purser was able to deliver his message to the captain. The party then retraced their steps over the stones, each member of the party giving the other assistance. Drenched to the skin and with their teeth chattering the harbormaster, the purser and the reporter retraced their steps through Steeplechase island and with little cheer they read ice cream and cold soda signs tacked about the island.

## CHILD'S NEED INFLUENCES JUDGE'S DECREE

Gager, in Superior Court,  
Remarks on Evils of Un-  
contested Divorce.

Father Demands Charge of  
Boy Who Was Given to  
Mother by Court—Woman  
Said to Be Drunkard—  
Mayor of Danbury a Wit-  
ness.

When Annie R. Stone of Newburg was granted a divorce from William C. Stone of Danbury, in 1905, on the grounds of intolerable cruelty, and was also given the custody of a boy, Raymond, who is now under 14 years of age, Stone admitted, by his non appearance at the court at that time, that he was guilty of the charge against him. The said Judge Gager, yesterday, in the case of William C. Stone, who seeks to obtain a modification of the decree of divorce granted against him in 1905, on the ground of cruelty. The father desires the custody of the boy, claiming the mother to be an improper person to bring him up. At the time of the divorce Mr. Stone brought the matter to the court of drunkenness, but did not press it.

Judge Gager said that he would not change the order of the court for Mr. Stone alone, but the welfare of the boy must be looked after. Edward Burke, a merchant and property owner, testified that Mrs. Stone was a most undesirable tenant, and that he ordered her out of his house. William C. Gilbert, mayor of Danbury, a shoe dealer, also testified that Mrs. Stone bore a bad character. Captain David Bradley, chief of the Danbury police, testified that she was one of the doubtful characters of the town, especially when she lived on Keeler street. Special Officer James M. Bohey said that he had been to the home of Mrs. Stone and had seen a great deal of beer drinking, but no liberties taken.

Ernest Morris, of Newburg, where Mrs. Stone lives said that he had seen Mrs. Stone within a week and that she appeared to him to be in a bad condition. Judge Gager summed up the testimony of the witnesses and remarked on the evils of uncontested divorces. In view of the reputable witnesses he would grant a modification of the decree of divorce as soon as Attorney Ives had given him proof that Mrs. Stone had been notified of the pending action against her.

## COOPER TAKES WITNESS STAND IN OWN TRIAL

Story of the Death of  
Former Senator  
Carmack.

Called as First Witness for  
Defense Under Provision  
of Tennessee Law—Court  
Room Crowded.

(Special from United Press.)  
Nashville, Tenn., Feb. 20.—Duncan B. Cooper, chief of the defendants accused of the murder of United States Senator Edward Carmack, took the stand in his own defense to-day, soon after the trial was resumed before Judge Hart and a jury.

The law of Tennessee is peculiar in that if a defendant is placed on the stand he or she must be sworn as the first witness in their own behalf and not reserved as the custom is elsewhere, until they had heard all the witnesses. Cooper's story today was the defense's trump card. It was intended to show that the killing of Carmack was not murder but was done in self-defense and that the plea of self-defense has been offered.

By order of Judge Hart when he arrived, all persons who could not get seats were excluded and strict warn-  
ing was given that there must be no demonstration. As soon as court convened State's Attorney Jeff McCann announced that he had no additional witnesses to call and Chief Counsel for the defense Anderson nodded to Colonel Cooper to take the stand. He stood in his chair to tell his story his own way.

The early portion of Colonel Cooper's testimony was devoted to an unimportant part of his career. His lawyer leading him very gradually up to the day of the tragedy.

Before any substantial progress could be made a recess was asked for by Attorney Anderson who explained the reason in a voice audible only to Judge Hart and Prosecutor McCann. After the defendants had left the courtroom a report was circulated that Duncan Cooper, the actual slayer of Carmack, had "escaped." Later, however, Judge Hart explained that he had Cooper before the office of a physician to have an X-ray examination of his wounded shoulder. If the bullet there can be extracted it will be one of the most important pieces of evidence in the case.

So soon as Robin Cooper returned from the office of the physician where the X-ray picture was taken he was taken to the state hospital. It was believed to be due to the fact that as principal in the shooting, he was believed to be able to tell the alleged attempt of Carmack to kill Colonel Cooper.

FOR SALE.—High grade upright piano, cheap. Square piano, 50 cts. a week. 12 Piano Boxes, good for ash box or chicken coops. 844 Noble Ave. S 24 2 4 6 c